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## *Memorandum*

TO: BATA Oversight Committee

DATE: November 5, 2008

FR: Executive Director

RE: Commitment of Funds for the Memorandum of Understanding Between the Metropolitan Transportation Commission, Golden Gate Bridge and Highway Transportation District, and San Francisco County Transportation Authority – BATA Resolution No. 82

### **Summary:**

The Deputy Executive Director, BATA, will present a memorandum of understanding between MTC, the Golden Gate Bridge, Highway and Transportation District (GGBHTD) and the San Francisco County Transportation Authority (SFCTA) that would commit MTC to allocating \$80 million to the SFCTA for the construction project that replaces Doyle Drive in San Francisco.

### **Background:**

The purpose of the Doyle Drive construction project (“the project”) is to improve the seismic, structural, and traffic safety of Doyle Drive within the setting and context of the Presidio of San Francisco and its purpose as a National Park. Doyle Drive is approaching the end of its useful life after over seventy years of operation. Permanent improvements are needed to bring Doyle Drive up to current design and safety standards. The table on page 2 summarizes the need for the Project.

The Project replaces three of the Bay Area’s 11 most structurally deficient bridges, including the Presidio and Marina Viaducts, and Ruckman Avenue Undercrossing (the Presidio Viaduct currently has a Federal Sufficiency Rating of 2 out of 100, 0 being completely deficient). The Project is in the design phase; construction is estimated to commence in 2010 and be completed by 2014. The SFCTA’s estimate for the Project is \$1.045 billion; MTC’s and GGBHTD’s contributions of \$80 million each would secure a fully-funded status (see attached fund source Chart).

<b>Element</b>	<b>Deficiency</b>	<b>Result</b>
Structural Degradation	<ul style="list-style-type: none"> <li>• Age of the facility</li> <li>• The effects of heavy traffic</li> <li>• Exposure to air</li> </ul>	Seismically and structurally unsafe
Location	Eastern portion is located in an identified liquefaction <sup>1</sup> zone	Structural failure during an earthquake
Design	1937 original design does not meet today's safety standards	Today's vehicle fleet combined with traffic volumes contributes to driving patterns not anticipated when Doyle Drive was designed
Access	Lack of direct vehicular access into the Presidio	Limited access to facilities within the Presidio

<sup>1</sup>Liquefaction is the process which by a solid behaves as a liquid. This is often the case with some soils, resulting in landslides. Liquefaction can also happen during an earthquake in certain filled areas.

#### **Basis of an Agreement:**

Recognizing that the loss of Doyle Drive would have direct operational and financial effects on the State-owned and Golden Gate bridges, MTC and GGBHTD have resolved to contribute funds to secure completion of the Project's funding. The agreement will be memorialized in the attached three-party Agreement amongst the three agencies. The basic tenets of the new arrangement are as follows:

- MTC and GGBHTD will each contribute \$80 million to the Project, an amount that represents the maximum contribution to be made by each agency irrespective of future changes in the estimate, receipt of construction bids in excess of the estimate, or change orders. SFCTA shall remain solely responsible for financing all other costs of the Project. By making these limited financial contributions, neither MTC nor GGBHTD is agreeing to assume ownership or control over the Project in any form. SFCTA shall provide MTC and GGBHTD with regular cost reports and project updates, and agrees to maintain close coordination and interaction with MTC and GGBHTD.
- \$5 million of the GGBHTD contribution is contingent on receipt of an equal amount of funding from the Marin and Sonoma County transportation authorities.
- The MOU becomes effective upon the approval by all the governing boards of the parties and execution by their respective duly authorized representatives, but shall be terminated automatically if a principal construction contract for the Project is not awarded and executed by January 1, 2012. Payment shall be made to SFCTA no later than the final year of construction of the Project.

Although Doyle Drive is not located in a State-owned toll bridge corridor, staff has determined that it is nonetheless eligible for AB 1171 funds (Streets and Highways Code Sections 30913 and 31010 (b)) because of the significant adverse impact on traffic congestion levels on the State-owned toll bridges if Doyle Drive were to collapse and be out of service for an extended period of time.

**Recommendation:**

Staff recommends that the Committee refer to the Authority:

- Certification that \$80 million in funds under Streets and Highways code sections 30913 and 31010 (b) are available to fund the Doyle Drive project; and
- Authorization for the Executive Director or his designee to enter into such contracts and agreements and to take such further actions under Streets and Highways Code sections 30913 and 30914 as the Executive Director deems necessary or appropriate to implement the MOU between MTC, the GGBHTD, and the SFCTA for the Doyle Drive project.

Staff recommends the Committee refer BATA Resolution No. 82 to the Authority for approval.

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Steve Heminger

Attachments: Attachment 1 - Figures 1 and 2  
Attachment 2 - Fund Source Chart  
Attachment 3 – MOU (Draft)

## Figures



**Figure 1:** Location of the South Access to the Golden Gate Bridge relative to the Bay Area.



**Figure 2: Rendering of the Preferred Alternative for the reconstruction of the South Access to the Golden Gate Bridge.**

Doyle Funding Solution by Source (in \$ Millions)  
Total Project Cost Estimate \$1.045 Billion

